

25X1A

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OPCEN 121

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25X1A

25X1A

TOP SECRET 152030Z CITE [REDACTED] 158

25X1A

IMMEDIATE

OXCART

25X1A

25X1A

A. BX6739

B. FLASH REPORT AFTER PROCESSING

C. TYPE I

D. F

E. THE FILM ARRIVED IN GOOD PHYSICAL CONDITION. FIRST 50 PER CENT OF MISSION RECEIVED NORMAL EXPOSURE. COMMENCING AT CAMERA RECYCLE, 50 PER CENT INTO MISSION, UNDEREXPOSURE THE EQUIVALENT OF 1/2 TO 2 F/STOPS WAS NOTED. DATA RECORDING OPERATIONAL, APPROXIMATELY 1/4 OF FORWARD CLOCK IN THE IMAGE AREA INTERMITTENTLY THROUGHOUT MISSION. A PLUS DENSITY LINE OCCURED 1 1/2 INCHES FROM LEADING EDGE. A MINUS DENSITY LINE 1/4 INCH WIDE, LOCATED IN VARIOUS POSITIONS ON ALL FRAMES, OCCURED FOLLOWING CAMERA RECYCLE 50 PER CENT INTO MISSION, AND CONTINUED THROUGHOUT REMAINDER OF MISSION. TIMING MARKS TRACKED OFF ON LEADING EDGE INTERMITTENTLY THROUGHOUT MISSION. A YELLOW DISCOLORION OCCURED ON ALL CLEAR AREAS ON THE FILM THROUGHOUT MISSION. DISCOLORION OCCURED ONLY ON MISSION STOCK NOT PRESENT ON CONTROL STRIPS OR FLASH STOCKS.

TOP SECRET

BT

#34

DCM/DCOM/TYPE I

25X1A

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BT

XXXXX 25X1A

DOM

TOP SECRET 160620Z JUL 2001

IMMEDIATE

25X1A

25X1A

25X1A

A. BX 6739

B. FILM EVALUATION REPORT

C. 1/F/3897/67RTS

D. FULTRON 202/14DN/48 SEC/85 DEGREES F /BAR 1.24

E. 2.68/2.82

F. 3404/2153-293-1-9-7/DNA

G. (1) GOOD

(2) GOOD WITH EXCEPTION NOTED IN ITEM I.

(3) MEDIUM

(4) GOOD

(5) OPERATIONAL

(6) NORMAL

H. DISPOSITION:

1. 3 NEG AND 3 DUPE POS FORWARDED TO NATIONAL CUSTOMERS.

2. 6 DUPE POS AND 2 DUPE NEG FORWARDED TO THEATER CUSTOMERS.

I. NORMAL START-UP AND SHUTDOWN WITH CAGING & SHUTTLE MOTION FOR INITIAL 12 FRAMES AND LAST 14 FRAMES. RECYCLE AT FRAME 635 TO 664. REF M-5433 BEGINNING AT FRAME 664 AND EXTENDING TO FRAME 721, THE FWD FRAMES ARE UNDEREXPOSED BY APPROXIMATELY 2 F STOPS. A VERTICAL MINUS DENSITY STREAK WAS NOTICED 16" FROM DATA CHAMBERS IN AFT FRAMES AND 1 1/4" FROM INTERIOR EDGE OF FWD FRAMES. BEGINNING WITH FRAME 664 AND CONTINUED FOR APPROXIMATELY 300 FRAMES. INTERMITTENT PLUS DENSITY LINE 2" FROM TRAILING EDGE ON ALL FRAMES. BANDING OCCURRED IN FRAMES 645 TO 670. MINUS DENSITY LINES OCCURRED 3/4" AND 1/4" FROM EDGE IN AFT FRAMES. 1/8" MINUS DENSITY STREAKS WERE EVIDENT ON BOTH EDGES OF FILM THROUGHOUT MISSION. A YELLOW DISCOLORATION AND MINUS DENSITY SPOTS WERE NOTICED THROUGHOUT THE MISSION WITH STREAKS OCCURRING FROM FRAME 1067-1073. DISCOLORATION STREAKS AND SPOTS WERE NOTED ONLY ON MISSION STOCK AND NOT ON PRESPLICED STARTUP AND SHUTDOWN CONSISTING OF 300 FT OF MATERIAL ON EACH END OF MISSION. MINOR HANDLING SCRATCHES ARE EVIDENT INTERMITTENTLY THROUGHOUT MISSION.

TOP SECRET

28050

TOP SECRET 201723Z CITE [REDACTED]

IMMEDIATE [REDACTED]

25X1A  
25X1A

25X1A

25X1A

REF A. [REDACTED] 158  
B. [REDACTED] 133  
C. [REDACTED] 163

1. MINUS DENSITY LINE ONE FOURTH INCH WIDE MENTIONED REF A AND C BELIEVED TO BE CONTRAIL SHADOW, EITHER FROM TAKING AIRCRAFT OR OTHER SOURCE, PROBABLY THE FORMER SINCE IT DISAPPEARS AS THE AIRCRAFT PASSES THROUGH CONTRAIL ALTITUDE.

2. FURTHER ANALYSIS BEING CONDUCTED.

TOP SECRET

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OPCE

OPCE

25X1A

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TOP SECRET 292141Z CITE

A. BX 6739

B. INS-FILM CORRELATION REPORT

C. INS 010

D. 1. SATISFACTORY

2. FILM DATA BLOCK WAS A CONSTANT ONE MINUTE LESS THAN INS TAPE THROUGHOUT MISSION.

3. FILM DATA BLOCK WAS A CONSTANT 18 MINUTES AHEAD OF THE INS TAPE THROUGHOUT MISSION.

4. SATISFACTORY

5. SATISFACTORY

6. SATISFACTORY

7. SATISFACTORY

8. FILM DATA BLOCK WAS A CONSTANT 459 KNOTS LESS THAN INS TAPE THROUGHOUT MISSION.

9. SATISFACTORY

10. THE FILM CLOCK WAS A CONSTANT ONE SECOND AHEAD OF INS TAPE.

E. IN SPITE OF THE BIASES IN LATITUDE, LONGITUDE, GROUND SPEED, AND ELAPSED TIME, SATISFACTORY CORRELATION HAS BEEN ACHIEVED ON THIS MISSION.

TOP SECRET

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25X1D

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NOTES ON MISSION # BX6739 START H-28:00

///CUSTOM WITH CANNED PORTIONS///

TAKE OFF DATE 15 DEC L TIME 0830L 1200L

AIRCRAFT PRI 127 SEC 131

PILOTS PRI M.V. SEC J.L.

ROUTE DESCRIPTION

25X1A

REFUELING AREA

25X1A

MISSION WITH 3 FLT PLNERS ONLY.

CHANGED T.O. TIME TO 1130L  
at 1400

NEW R-76 at 1445

ILLEGIB

ADDITION  
INS ~~PROBLEM~~ + CHANGE 1730.  
ANTI-BOOM MEG.

25X1A

ADD TO CHECKLIST:

25X1A

NLT H-21:00

## GENERATION CHECK LIST

ITEM 25X1A

	TIME	EXP	TIME/L	TIME REQ	#	PER	REQ	REMARKS	
✓ RECEIVE MESSAGE <input type="checkbox"/> VIA TELETYPE ///MISSION ALERT///	✓.H-28:00	.	.	01	EA	.	.NLT H-24:00	12354	
2 REVIEW PRE-MISSION ACTIVITY CHECK LIST 25X1A	.H-28:00	.	00:30	01	EA	.	.OIC	2	
✓ RECEIVE MESSAGE <input type="checkbox"/> VIA TELETYPE (MP #1) ///ROUTE SELECTION///	✓.H-28:00	.	.	01	EA	.	.NLT H-18:00	3	
✓ SELECT /PREPARE MAP STRIP & OVERLAY OF CANNED ROUTE <input type="checkbox"/> 25X1A	✓.H-28:00	.	00:30	01	EA	.	.I, II & AUTO	4	
✓ OBTAIN CURRENT FLIGHT INFORMATION PUBLICATIONS (2 EA, 9 PIECES)	✓.H-28:00	.	.	01	EA	.	.PHOTO II	5	
✓ DELETE RESTRICTED EMERGENCY AIRFIELDS FROM MAIN LIST <input type="checkbox"/> 25X1A	✓.H-28:00	.	.	01	EA	.	.II	6	
✓ ZEROX PILOT LET DOWN PLATES & PREPARE PILOT PACKET (2 EA)	✓.H-28:00	.	02:00	01	EA	.	.II	7	
✓ PROVIDE HANGAR & COCKPIT ACCESS ROSTER TO SECURITY (4 EA) 25X1A	✓.H-27:30	.	.	01		.	.PHOTO II	8	
✓ RECEIVE MESSAGE <input type="checkbox"/> VIA 1004 (MP #2) ///COMPLETE WIND FLT PLAN (NOTE: FOR 1004 FAILURE, THEN <input type="checkbox"/> VIA TELETYPE NLT H-15:00) 25X1A	✓.H-27:00	****CP	****CP	01	EA	.	.NLT H-15:00	91030	
✓ ASSIGN INS POINTS <input type="checkbox"/> & FILL OUT INS LOAD SHEETS 1115L 25X1A	✓.H-27:00	.	01:00	01	EA	.	.	10	
✓ START WORK SHEET FOR MAP STRIP ANNOTATION 25X1A	✓.H-27:00	.	02:00	02	EA	.	.	11	1110 KLUM
✓ ANNOTATE MAP STRIP <input type="checkbox"/> 25X1A	✓.H-27:00	.	02:00	01	EA	.	.OIC	12	
✓ START PREPARATION OF ROUTE STUDY MAP 25X1A	✓.H-27:00	.	01:00	02	EA	.	.C & D	13	
✓ PREPARE <input type="checkbox"/> MESSAGE - CHECK - GIVE TO CP FOR ADDITIONAL INFO	✓.H-27:00	.	02:00	01	EA	.	.	14	
✓ START PREPARATION OF BACK-UP MAPS	✓.H-27:00	.	00:30	01	EA	.	.	15	
✓ START PREPARATION OF EMERGENCY MAP (1:15,000,000) & HOLD FOR DCONI	✓.H-26:00	.	00:30	01	EA	.	.	161130	
✓ CHECK INS LOAD SHEET	✓.H-26:00	.	.	01	EA	.	.	17	
✓ PROVIDE WX WITH EMERGENCY BASES	✓.H-26:00	.	.	01	EA	.	.	18	
✓ PROVIDE OPS WITH LET-DOWN PLATES FOR NOTAMS	✓.H-26:00	.	01:00	01	EA	.	.PHOTO I	19	
✓ PREPARE LET-DOWN PLATES FOR PHOTO COPYING	✓.H-26:00	.	.	01	EA	.	.NLT H-22:00	201015	
✓ RECEIVE MESSAGE <input type="checkbox"/> VIA TELETYPE ///EWS & SIP SETTINGS/// 25X1A	✓.H-25:00	.	00:30	01	EA	.	.	21	
✓ PREPARE COVER MAP (REGULAR PAPER) IF NECESSARY	✓.H-25:00	****CP	****CP	01	EA	.	.NLT H-12:30	221430	
✓ RECEIVE MESSAGE <input type="checkbox"/> VIA 1004 ///V/H INFO/// 25X1A	✓.H-25:00	.	01:00	01	EA	.	.	23	
✓ PUNCH CARDS FOR PACKAGE PROGRAM <input type="checkbox"/> & PRINT OUT VIA 1004 25X1A	✓.H-24:00	.	.	01	EA	.	.NLT H-15:00	24	
✓ RECEIVE MESSAGE <input type="checkbox"/> VIA TELETYPE (MP #3) ///FINAL DATA FOR MAP STRIP									

\*\*\*\*CP = NOTIFY COMMAND POST WHEN COMPLETED 25X1A

AS OF 25JUN67 ///CONTINUED ON NEXT PAGE///

GENERATION CHECK LIST

## ABBREVIATED DCOMF GENERATION CHECK LIST - CONT

///CANNED ROUTE CONCEPT///

ITEM	TIME EXP	TIME/L	TIME REQ	#	PER REQ	REMARKS	
✓ ATTEND COMMANDER'S INITIAL BRIEFING	✓ H-23:30	.	.	01	EA	.OIC	1
✓ PROVIDE JCM WITH FUEL LOAD DATA	✓ H-23:30	.	.	01	EA	.OIC	2
✓ PROVIDE LOAD SHEET TO INS	✓ H-22:30	*****CP.	.	01	EA	.II	3 1200
✓ PROVIDE 1004 V/H PRINT-OUT TO PACKAGE PERSONNEL	✓ H-22:30	*****CP.	.	01	EA	.II	4 1600
✓ PRE-FLIGHT PROJECTOR EQUIPMENT IN BOTH AIRCRAFT	✓ H-22:30	.	00:30	01	EA	.II	5
✓ OBTAIN [ ] FROM CP, CHECK & MAKE ZEROX COPIES (02 EA) 25X1A	✓ H-22:30	.	00:30	01	EA	.	6
✓ DCOMI PLOTS SAM SITES ON EMERGENCY MAP [ ] 25X1A	✓ H-22:30	.	00:30	01	EA	. DCOMI	7
✓ PREPARE 'A' CODE SHEET (COMMO & FLT FOLLOW)	✓ H-22:30	.	00:30	01	EA	.	8
✓ PREPARE [ ] MESSAGE FOR A & B CODES - CHECK - GIVE TO CP 25X1A	✓ H-22:00	.	.	01	EA	.	9
10 START PREPARATION OF RB GRAPHS [ ] 25X1A	✓ H-22:00	.	02:00	01	EA	.	10
✓ OBTAIN EMERGENCY MAP FROM DCOMI & ATTACH TO FRAMES 25X1A	✓ H-22:00	.	01:00	01	EA	.	11
✓ PROVIDE CP WITH [ ] MESSAGE	✓ H-22:00	.	.	01	EA	.NLT H-21:00	12 1305
✓ PROVIDE COMMO WITH 'A' CODE SHEET	✓ H-22:00	.	.	01	EA	.	13
✓ ACCURACY CHECK OF MAP STRIP BEFORE ANNOTATION OF BACK-UP MAP	✓ H-22:00	.	01:00	02	EA	.	14
✓ ANNOTATE BACK-UP MAPS & ATTACH TO FRAMES ///SPECIAL PAPER///	✓ H-21:00	.	06:00	02	EA	.	15
✓ OBTAIN INS COMEBACK COPIES & RE-CHECK WITH FLIGHT PLAN	✓ H-20:00	.	.	.	.	.NLT H-11:00	16
✓ PREPARE TAPE RECORDERS (INTELL, DICTET & BRIEFING)	✓ H-19:00	*****CP.	00:30	01	EA	.PHOTO II	17
✓ ANNOTATE ROUTE OVER-LAY	✓ H-19:30	.	01:00	02	EA	.AUTO & II	18
✓ OBTAIN COMMO DATA SHEETS FROM COMMO	✓ H-17:00	.	.	.	.	.NLT H-12:00	19 1615
✓ ATTEND PILOT BRIEFING ///INITIAL/// (WX, DCOMF, DCOMI)	✓ H-17:00	1830	01:00	02	EA	.OIC	20
✓ REMOVE TAPES FROM RECORDER UNTIL FINAL BRIEFING	✓ H-16:00	.	.	01	EA	.PHOTO II	21
✓ PREPARE COMMO SHEETS FOR FRAME MOUNTING & FOR CHECK LIST BOOK	✓ H-16:00	.	00:30	01	EA	.	22
✓ CONDUCT ROUTE STUDY FOR PILOTS 25X1A	✓ H-16:00	1625	02:00	01	EA	.OIC	23
✓ RECEIVE WX UP-DATE OF 1004 FLIGHT PLAN [ ]	✓ H-12:00	2025 *****CP.	.	01	EA	.AUTO	24 2015
25 COMPLETE PREPARATION OF RB GRAPHS [ ] 25X1A	✓ H-12:00	.	02:00	01	EA	.	25

\*\*\*\*\*CP = NOTIFY COMMAND POST WHEN COMPLETED.

## ABBREVIATED DCOMF GENERATION CHECK LIST - CONT

///CANNED ROUTE CONCEPT///

ITEM	TIME EXP	TIME/L	TIME REQ	#	PER REQ	REMARKS
1 PREPARE MATERIALS FOR PHOTO WORK	✓ H-11:00	.0030	02:00	.01	EA	.PHOTO I 1
2 FINAL CHECK OF MAP STRIP BEFORE PHOTO COPYING	✓ H-09:00	.0230	00:30	.01	EA	.END H-08:30 2
3 PHOTO COPY MAP STRIP & PROCESS FILM	✓ H-08:30	.0300	04:00	.01	EA	.PHOTO I 3
4 PREVIEW FILM STRIP IN BRIEFING ROOM	.H-04:30	.0700	00:30	.02	EA	.OIC 4
5 RE-SET RECORDERS & PUT UP ROUTE OVER-LAY	.H-04:00	.0730	00:10	.01	EA	.PHOTO II 5
6 ATTEND PILOT BRIEFING ///FINAL/// (DCM, DCOMF, WX, DCOMI)	.H-03:30	.0800	01:15	.02	EA	.OIC 6
7 REMOVE TAPES FROM RECORDER & ROUTE OVER-LAY TO CP	✓ H-02:15	.VAR		.01	EA	.PHOTO II 7
8 LOAD DCOMF MATERIAL IN BOTH AIRCRAFT	.H-01:30	.1200	00:30	.02	EA	.I & II 8
9 PREPARE MOBIL KIT & CAMERA	.H-01:00	.1230	00:10	.01	EA	.I 9
10 MOBILE DUTIES	.H-00:40	.1050	00:45	.01	EA	.PHOTO I 10
11 PREPARE PROJECTOR IN CP FOR FLT FOLLOWING	.H-00:30	.1100	00:10	.01	EA	.I 11
12 PROVIDE FLIGHT FOLLOWING ASSISTANCE IN CP DURING FLIGHT	.H-00:05	.1125	LAND	.01	EA	.OIC 12
13 REMOVE DCOMF MATERIAL FROM SECONDARY AIRCRAFT	.H+01:30		00:10	.01	EA	.II 13
14 INITIATE COMMO DATA LINK CHECK	.L-01:00	.1430	00:30	.01	EA	.AUTO 14
15 MOBILE DUTIES	.L-00:30	.1500	00:40	.01	EA	.PHOTO I 15
16 REMOVE DCOMF MATERIAL FROM PRIMARY AIRCRAFT	.L+00:10		00:10	.01	EA	.II 16
17 RE-SET RECORDERS & PUT UP ROUTE OVERLAY	.L+00:25		00:10	.01	EA	.PHOTO II 17
18 CONDUCT PILOT DE-BRIEFING ///SENSITIVE/// (WX, DCOMF, DCOMI)	.L+00:45		00:15	.02	EA	. 18
19 CONDUCT PILOT DE-BRIEFING ///MAINTAINENCE/// (LAC & VENDORS)	.L+01:00		01:00	.02	EA	. 19
20 PREPARE MESSAGE <input type="text"/> ///MISSION REPORT/// 25X1A	.L+02:00		01:00	.01	EA	.NLT L+03:00 20
21 PACKAGE & DELIVER RECORDING TAPE, FILM STRIP TO SECURITY	.L+02:00		00:30	.01	EA	.IIBY L+04:00 21
22 TRANSMIT SC&DM, PDP3-EDIT DATA VIA 1004 ///MESSAGE <input type="text"/> 25X1A	.L+03:30	.****CP	01:00	.01	EA	.AUTO 22
23 TRANSMIT SIP DATA VIA 1004 ///MESSAGE <input type="text"/> 25X1A	.L+04:30	.****CP	VAR	.01	EA	.NLT L+23:00 23
24 SECURE FLIGHT PLANNING AREA	.L+05:00					. 24

\*\*\*\*CP = NOTIFY COMMAND POST WHEN COMPLETED

ABBREVIATED DCOMF GENERATION CHECK LIST - CONT

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Records was inadvertently turned on prior to War. entry. All four digital tracks are biased by following values:

Elapsed Time	+ 182	SECS.
Ground Speed	+ 659	KNOTS.
Longitude	- $\frac{30}{100}$	of Deg.
Latitude	+ $\frac{2}{100}$	of Deg.

Example: LINE 15 Tape Turn on should read. Packed Data

<u>Time</u>	<u>Ground speed</u>	<u>Longitude</u>	<u>Latitude</u>
00024	00001	12777	2635

25X1D

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3.75IPS  
4 TR STEREO  
SIDE 1 2

## TAPE RECORDING LOG

MISSION BX6739  
DATE 14/15 DEC67

COUNTER	TIME/L	DESCRIPTION	T.O. = 1130L SPARE T.O. = 1150L
0000	1830	INITIAL BRIEFING INTRODUCTION	
0013	1831	WX	
0115	1840	<del>SPARE</del> PROCEDURES.	
↓	↓	COMMO DATA	
0200	1847	EMERGENCY PROCEDURES	
0238	1850	NOTATAMS	
0246	1851	COMMENTS BY DCO	
0251	1852	END OF INITIAL BRIEFING	
0251	0800	FINAL BRIEFING INTRODUCTION	
0268	0801	STATUS OF PRIMARY AC # <u>127</u> M.V.	
0280	0802	STATUS OF SECONDARY AC # <u>131</u> J.L.	
		MISC COMMENTS PACKAGE, INS, EWS, ARG-50	
0298	0804	END OF FIRST PORTION OF FINAL BRIEFING	
0298	0805	INTRODUCTION TO SECOND PORTION OF FINAL BRIEFING	
0300	0806	ROUTE STUDY BY FLIGHT PLANNING USING FILM STRIP	
0528	0822	WX	
0640	0831	INTELL	
0643	0831*	FLIGHT DETAILS: DEPARTURES, AR's, ARRIVALS	
0663	0833	COMMENTS BY DCO	
0667	0833*	END OF FINAL BRIEFING	
		WHITE LEADER TAPE	

0248

0662

3.75 IPS  
4 TR STEREO  
SIDE 1 2

## TAPE RECORDING LOG

MISSION BX6739  
DATE 15 DEC 67

COUNTER	TIME/L	DESCRIPTION
0670	1630	INTRODUCTION TO SENSITIVE PORTION OF DE-BRIEFING PILOT SUMMARY (COO CRITIQUE) OF FLIGHT <del>XXXXXXXXXX</del> WX
0753	1640	END OF SENSITIVE PORTION OF DE-BRIEFING
0753	1643	INTRODUCTION TO OPERATIONAL PORTION OF DE-BRIEFING SUMMARY OF FLIGHT PARAMETERS BY DE-BRIEFING OFFICER GENERAL SUMMARY OF FLIGHT BY PILOT
0826	1648	SYSTEM CRITIQUE BY AC ENGINEER
0838		ENGINE CRITIQUE
0840		INLETS CRITIQUE
0845		MARC-50 CRITIQUE
0858		COMMUNICATIONS CRITIQUE
0880		INS CRITIQUE
0885		SAS CRITIQUE <del>XXXXXXXXXX</del> GENERAL DISCUSSION
0889	1653	END OF GENERAL OPERATIONAL PORTION OF DE-BRIEFING
0889	1655	PACKAGE CRITIQUE
0920	1657	NEWS CRITIQUE COMMENTS <u>PACKAGE TIMING</u> END OF DE-BRIEFING

4h 15

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TOP SECRET

(H-12)

IMMEDIATE

FROM: DET 4, 313TH ADIV

TO: AFSSO 313TH ADIV

25X1A

ILLEGIB

TOP SECRET BLACKSHIELD [REDACTED]

25X1A

25X1A

THIS IS A [REDACTED] SUPPORT REQUEST MSG.

ILLEGIB

25X1A

A. MISSION NUMBER: [REDACTED]

B. PRIMARY CALL SIGN: [REDACTED]

C. PRIMARY TAKE OFF TIME: [REDACTED]

ARE CALL SIGN [REDACTED]

ARE TAKE OFF TIME 15/0550Z

TOP SECRET

DET 4, 313 ADIV FORMAT #2, 18 Oct 67

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TOP SECRET

(page 4)

G. TANKER/WEATHER SCOUT RECALL WORD: [REDACTED]

H. TANKER SPECIAL UHF CALL SIGN FOR 7TH AF.

1. CELL NR. 1: [REDACTED] 2,43,44

2. ~~CELL NR. 2:~~  
(use amber anchor plus tanker numbers for this using steel bridge. Use purple anchor plus tanker numbers for this using scope ripple.)I. ~~PRIMARY TANKER~~ SECONDARY WILL LAUNCH AT H + ~~15~~ 0120 And will not proceed beyond [REDACTED] end AR unless primary objects. IF THIS OCCURS, WE WILL ADVISE, AND ALL CONTROL TIMES FOR THE PRIMARYAIRCRAFT AND ALL EXIT TIMES FROM THE ARCP FOR THE TANKERS WILL SLIP ~~30 MIN~~ 20 MIN. ALL WX SCOUT CONTROL TIMES AND ALL ENTRY TIMES TO THE ARCP FOR THE TANKERS WILL REMAIN THE SAME.

J. SPECIAL INFORMATION FOR 7AF

1. FOR 7AF PROJECT OFFICER

A. PRIMARY, Twenty One (21)B. SPARE thirty Two (32)

2. FOR SAC ADVON [REDACTED]

A. A/R AREA [REDACTED]

B. TANKER CELL #1 ARRIVAL ARCP

15/0416Z~~(ARCP 30)~~~~TANKER CELL #2 ARRIVAL ARCP~~~~(ARCP 30)~~

C. REFUELING ALTITUDES FL250 THRU FL320

D. NUMBER OF TANKER IN CELL #1

three~~NUMBER OF TANKERS IN CELL #2~~

K. REQUEST CONFIRMATION OF SUPPORT.

L. REMARKS

ILLEGIB

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TOP SECRET

25X1A

IMMEDIATE

X

A. BX 6739

B. FOLLOWING IS A LIST OF "A" + "B"  
CODES FOR MISSION BX 6739.

"A" CODE

T.O. + 1:10

Package Check.

A "

T.O. + 1:21

Before HF FREQU

A "

T.O. + 1:22

After " " "

A "

T.O. + 1:46

Pos 04

A "

T.O. + 3:06

Pos 10

→

B CODE

T.O. + 3:21

FUEL CHECK.

A "

T.O. + 3:35

BEFORE HF FREQ

A "

T.O. + 3:36

AFTER " " " " CHANGE

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